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Triangle Neighborhood Streetscape Design and Traffic Calming Improvements

City of Emeryville, California

June 15, 1998

INSTITUTE OF GOVERNMENTAL
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UNIVERSITY OF CALIFORNIA

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CITY OF EMERYVILLE
STREETSCAPE DESIGN/TRAFFIC CALMING IMPROVEMENTS
SUMMARY OF TRIANGLE NEIGHBORHOOD MEETING
JUNE 20, 1998

I. INTRODUCTION

The following is a summary of the neighborhood meeting for the Triangle Neighborhood of the City of Emeryville held on Saturday, June 20, 1998 at the Emeryville Senior Center/Veterans Hall in Emeryville, CA. Over twenty members of the public attended the meeting, in addition to City staff and consultants.

The meeting's purpose was to present and receive feedback on design alternatives for streetscape improvements for the Triangle Neighborhood. The discussion generally followed three major topics: traffic calming design alternatives, on-street parking improvements, and alternatives for neighborhood entry monument design concepts.

Meeting Format

The meeting was called to order by Karen Hemphill of the City of Emeryville City Manager's Office and moderated by Paul Tuttle of Moore Iacofano Goltsman (MIG), Inc.

The city staff reviewed the Strategic Action Plan's for the Triangle Neighborhood. Staff updated the public on City actions to date (stop signs installed, repaired cracks, tree replacement, and work at the new recreation center).

Following the staff introduction, Paul Tuttle of MIG presented a short slide show of street improvement examples. After the slide show Paul lead a discussion of design alternatives for traffic calming measures, parking improvements, and entrance monument design concepts for the Triangle Neighborhood. The discussion addressed the "pros and cons" of each alternative and their potential application in the neighborhood.

II. SUMMARY OF COMMENTS

Criteria for Street Improvements:

During the initial discussion period, the participants identified the major criteria that should be used in the design and evaluation of streetscape improvements. The streetscape improvement design should:

- Improve safety;
- Slow traffic;
- Reduce cut-through traffic;
- Improve neighborhood character/image;
- Cost-effectiveness;

- Ease of construction; and
- Minimize vandalism, crime, and graffiti.

Traffic Calming:

Two design alternatives were presented for entry treatment (see Options A1 – Bulb Out Design Concept; and A2 – Island Entry Design Concept). Of the two designs presented, participants preferred the island entry design concept. This alternative was perceived as an attractive and effective traffic-calming device as well as less costly to construct. However, there was concern that pedestrians could be less visible crossing the street. Thus, landscaping treatment in the entry designs should be set-back from the crosswalk and the area lighted to increase pedestrian safety.

Parking:

Three major options for increasing street parking were presented (Option B1 – Perpendicular Parking Concept, Option B2 – Center Street Parking Concept, and Option B3 – Slow Street Design Concept). In addition, a modified parking design was discussed for 41st Street (see Option B2-1 - 41st Street Parking Option). These concepts are intended to improve neighborhood parking and also calm traffic, by narrowing the travel lanes on the street.

The general comments about parking concepts were as follows:

- Center street parking could be dangerous for children and the disabled as cars back out of parking spaces.
- Straight-in (perpendicular) parking and diagonal parking could be used along commercial areas on 45th and 47th Streets.
- A test or trial run on the parking improvements could be conducted before permanent streetscape structures are installed.
- Along residential frontages, the current parallel parking configuration is preferred. However, islands, neck-downs, and pedestrian crossings mid block and at Essex and Salem Street Intersections should also be used to slow traffic.
- Commercial parking in residential areas is a problem, particularly along San Pablo Avenue at 43rd and 45th Streets.
- On 41st Street adjacent to the school, diagonal parking is preferred. Straight-in (perpendicular) parking should also be studied as a possible design alternative.

Image of Triangle Neighborhood:

Participants were asked to share their views on the “image” or “character” of the Triangle Neighborhood. The intention of this exercise was to identify the image and character that should be reflected in the neighborhood’s entry monuments. Participants identified their neighborhood as:

- Family-centered;
- Diverse, ethnically and intergenerationally;
- Colorful;
- Inviting;
- Well-maintained, immaculate;

- Beautiful;
- Green;
- Simple, "not fussy";
- Unpretentious; and
- Safe; free of vandalism/graffiti.

Monument Design:

A number of entry monument design concepts were presented for discussion (see Options A1 through A8). Discussion about the design of entry monuments revealed that participants were most interested in a simple, elegant solution such as the "light fixture art signs." It was also suggested that decorative plants could be hung from the street light posts, as well.

Participants wanted the entry monument to be simple, inviting, and not invoke a "fortress-like" image. Additional concerns were that the monument should reflect local colors (i.e., native to California and not "Post Modern South West Themes"), be graffiti-proof, and not block the view of on-coming traffic. Participants were also interested in the possibility of using different sign elements (signs) for each street on a similar monument base - variation within a common theme.

Process:

There was some concern that because of the small number of participants, more input should be sought before making a final decision. Others, however, felt that there has been ample opportunity for any interested parties to become involved. Staff reminded the participants that no decisions will be made at this meeting. Comments and recommendations from this Neighborhood Workshop would be transmitted to the City Council and the City Council would make the final decision about any improvements.

Phasing:

Overall, it was suggested that the City begin by pursuing the traffic calming measures along San Pablo Avenue (e.g., center islands at entranceways at 41st, 43, 45th, 47th, and 48th Streets) with decorative paving improvements at the end of 48th Street at the City border. The City would also examine options for parking improvements and entrance monument designs.

Subsequent improvements would include traffic calming entry features along both sides of Adeline street from 41st Street to 47th Street; crosswalk improvements at the Essex and Salem Street Intersections and mid-block "chokers" along 47th Street. Additional mid-block "choker" or "neck down" incorporating decorative cross-walks would be studied as part of the Park improvements.

Comment Card Responses

In addition to the workshop discussion, participants were asked to fill out comment cards regarding traffic calming, parking, and entrance monuments in the Triangle Neighborhood. Nine participants returned comment cards. Following is a summary of the written responses.

Traffic Calming:

Respondents unanimously approved of Option A2 - center island design for 43rd, 45th, and 47th Streets. There was mixed reaction to Option A3 - corner "bulb-out" design for 41st Street. Option A4 (textured crosswalk design on 48th Street) received some support, but it was also suggested that bulb-outs or traffic circles should also be considered.

Parking:

Participants made little comment about option B1 - parallel parking on 47th Street. Option B2 (center street parking) received mixed review. One respondent felt that it would be unsafe for children and disabled persons. Others suggested that center parking be used in commercial sections only. The diagonal parking option (B2-1) was supported. It was again suggested that the new pattern be used only along commercial areas. One respondent felt that additional parking was not necessary on 43rd Street. The final option, B3 (slow street) received mixed review. One participant suggested using islands at mid-block locations to slow traffic.

Entrance Monuments:

Of the eight entrance monument styles, the light fixture "art signs" received the most positive feedback. The level of support for each of the options can be summarized as follows:

C-1 (traditional): mixed support

- "Traditional" should reflect the feel of "old Emeryville" - a mix of Western and ethnic styles.
- Use "bullwinkle" type signs.

C-2 (modern): mixed support

- A modern entry monument may be too pretentious.
- If this style is chosen, it should reflect the city's ethnic diversity, and a local artist should be consulted.

C-3 (high-tech): no support

C-4 (contemporary concrete sign): generally disliked

- The sign could be incorporated with light fixture art signs (C-5).

C-5 (light fixture art signs): strong support

- The light fixtures could be incorporated with contemporary concrete signs (C-4).
- Signs may be stolen.

C-6 (landscape features): strong support

C-7 (topiary feature): mixed support

- Vandalism may be a problem.
- Maintenance costs could be high.

C-9 (other style or character)

- One participant suggested using roof trusses over the entranceway.

II. NEXT STEPS

- The streetscape entry concepts will be further developed based on the suggestions emerging from this neighborhood meeting and the designs will be presented to the City Council for approval.
- The overall streetscape and traffic calming plan will be completed and presented to the City Council for approval.
- Based on feedback from residents, entry monument design concepts will also be further developed. The schematic design concepts and vision will be provided to the City Council for further direction.

**Triangle Neighborhood
Streetscape Design Improvements
City of Emeryville**

A. Entry Feature Options

- A1. Corner "Bulb-out" Design Option
- A2. Center Island Design Option – 43rd, 45th, and 47th Streets
- A3. Corner "Bulb-out" Design - 41st Street Option
- A4. Textured Crosswalk Design – 48th, and Mid Block Cross Streets

Other Design Features and Elements:

- Crosswalk and roadway textured paving
- Neighborhood Street Tree planting
- Street Furniture – Trash cans
- Bus Stop
- Entry Light Fixtures

B. Neighborhood Street Parking Design Options

- B1. Parallel Parking Option – 47th Street
- B2. Center Parking Option – Diagonal Parking
- B2-1 41st Street Diagonal Parking
- B3. Slow Street Reconstruction Option

C. Neighborhood Entry Monuments Options

- C1. Traditional
- C2. Modern
- C3. Hi-tech
- C4. Contemporary Concrete Sign
- C5. Light Fixture Art Signs
- C6. Landscape Features
- C7. Topiary Feature

Triangle Neighborhood
Streetscape Design Improvements
City of Emeryville

A. Entry Feature Options

- A1. Corner "Bulb-out" Design Option
- A2. Center Island Design Option – 43rd, 45th, and 47th Streets
- A3. Corner "Bulb-out" Design - 41st Street Option
- A4. Textured Crosswalk Design – 48th, and Mid Block Cross Streets

Other Design Features and Elements:

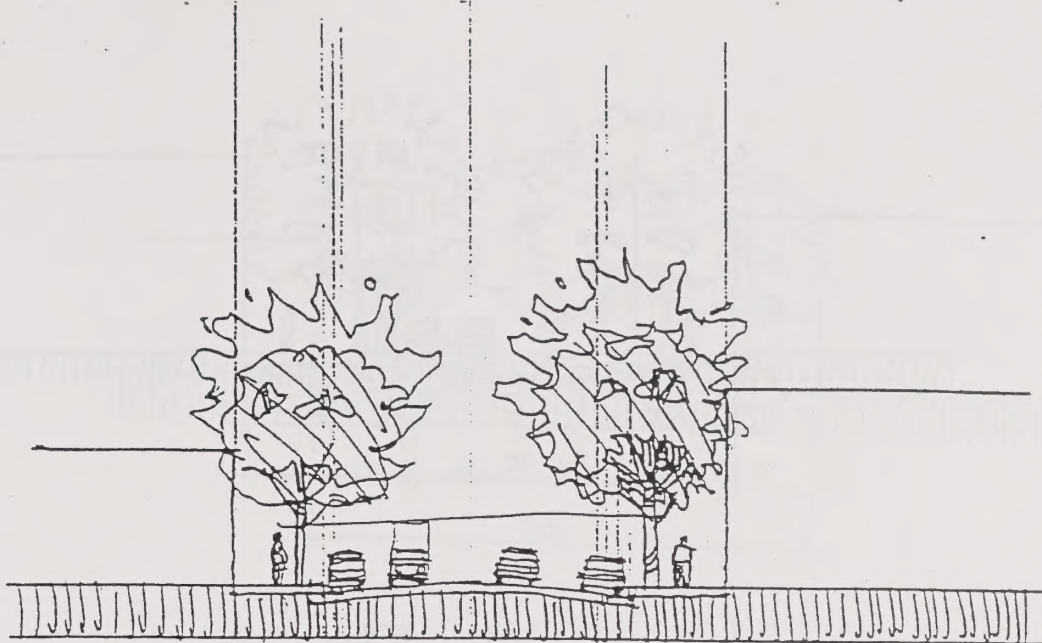
- Crosswalk and roadway textured paving
- Neighborhood Street Tree planting
- Street Furniture – Trash cans
- Bus Stop
- Entry Light Fixtures

B. Neighborhood Street Parking Design Options

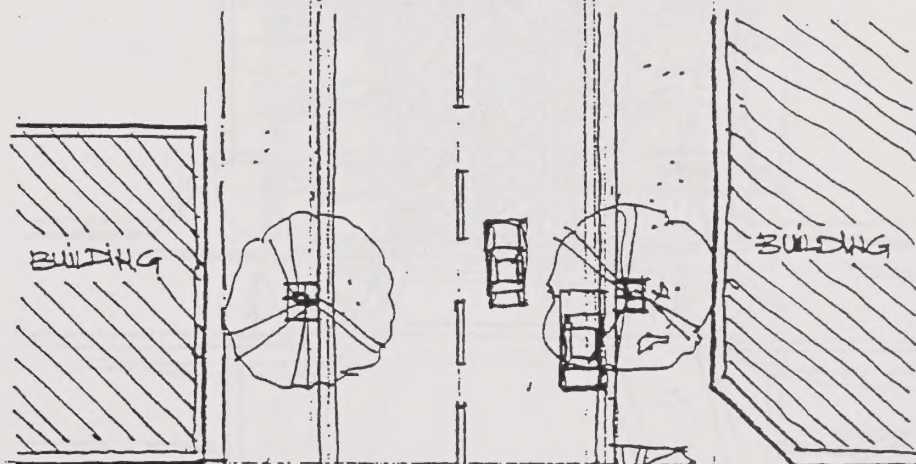
- B1. Parallel Parking Option – 47th Street
- B2. Center Parking Option – Diagonal Parking
- B2-1 41st Street Diagonal Parking
- B3. Slow Street Reconstruction Option

C. Neighborhood Entry Monuments Options

- C1. Traditional
- C2. Modern
- C3. Hi-tech
- C4. Contemporary Concrete Sign
- C5. Light Fixture Art Signs
- C6. Landscape Features
- C7. Topiary Feature



80'
16'± 48'-0" 16'±



BUILDING

BUILDING

TYPICAL
EXISTING

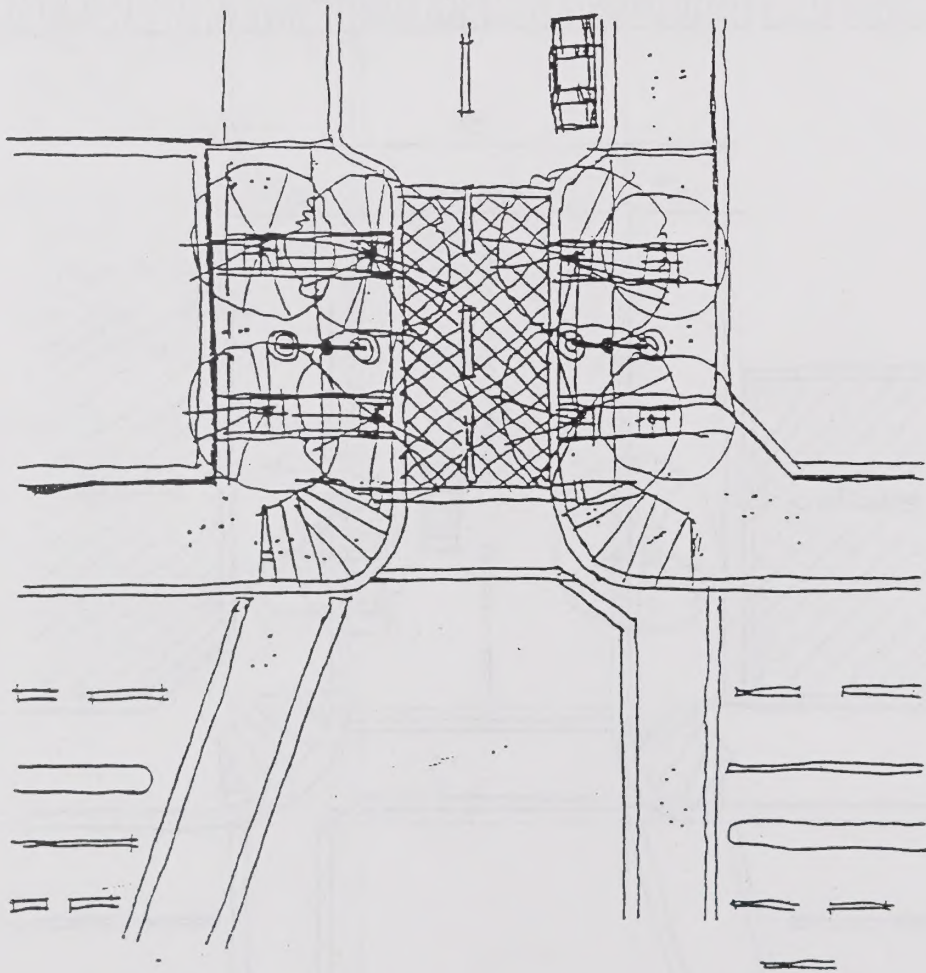
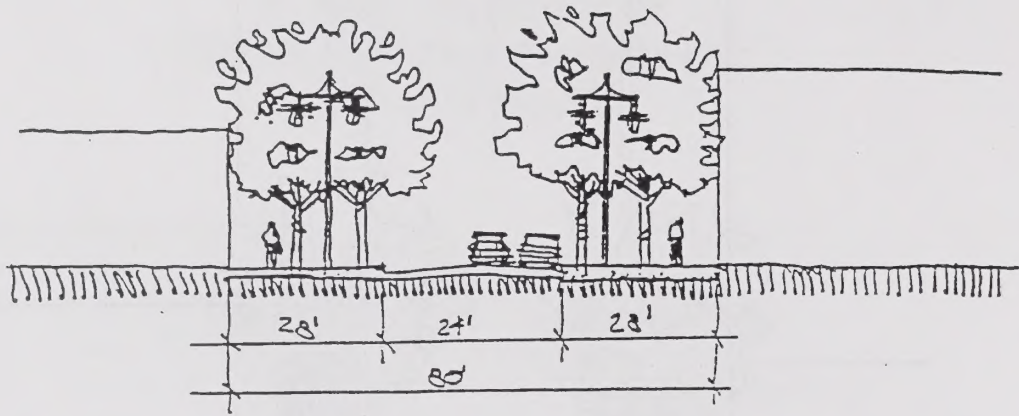
EXISTING CONDITIONS
INTERSECTION CONCEPTS

0 10' 20' 30'
SCALE: 1" = 10'-0"

TRIANGLE NEIGHBORHOOD... STREETSCAPE IMPROVEMENTS
CITY OF EMERYVILLE

MIG INC

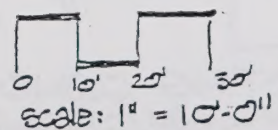
011125



OPTION

A1

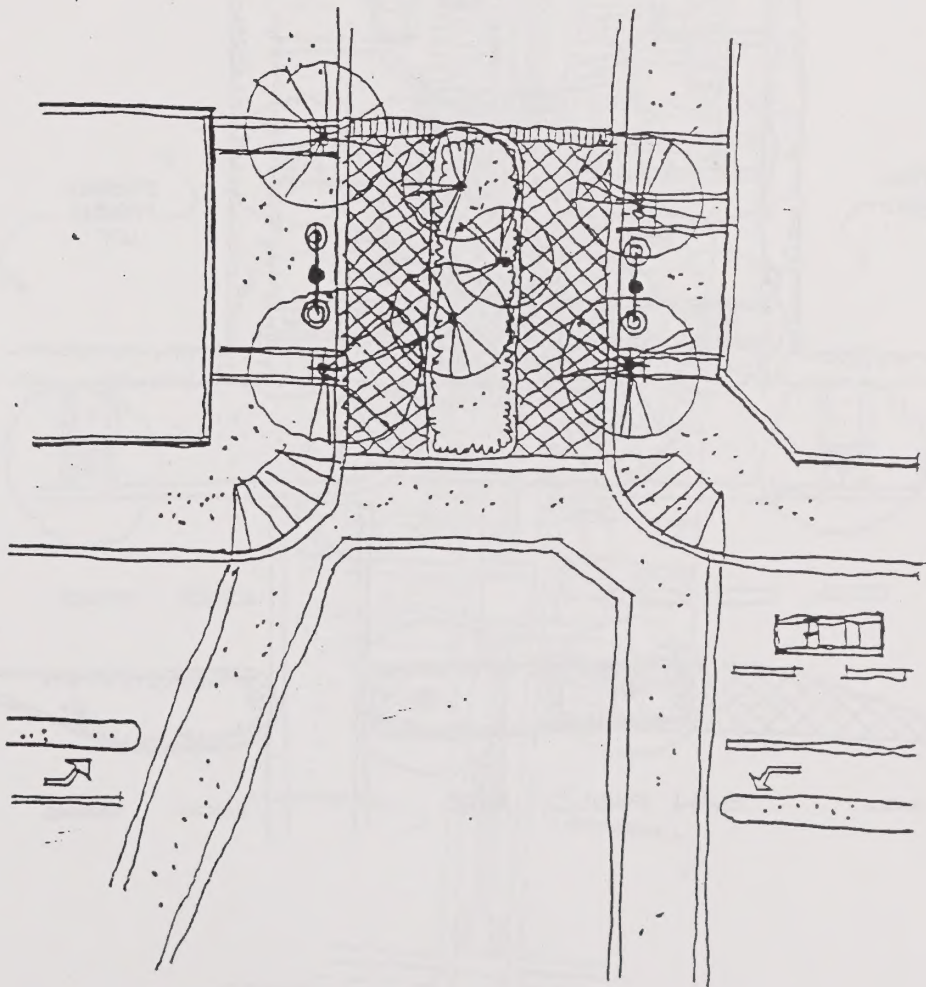
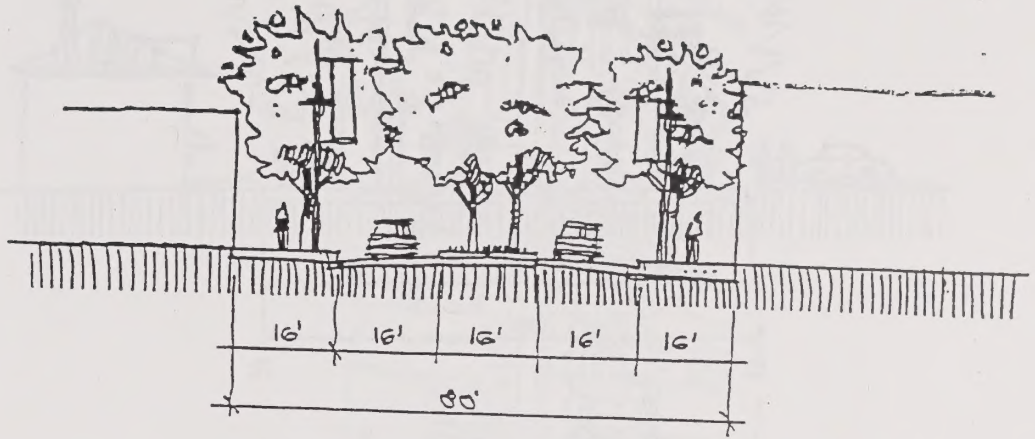
BULB-OUT CORNERS
INTERSECTION CONCEPT



TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
CITY OF EMERYVILLE

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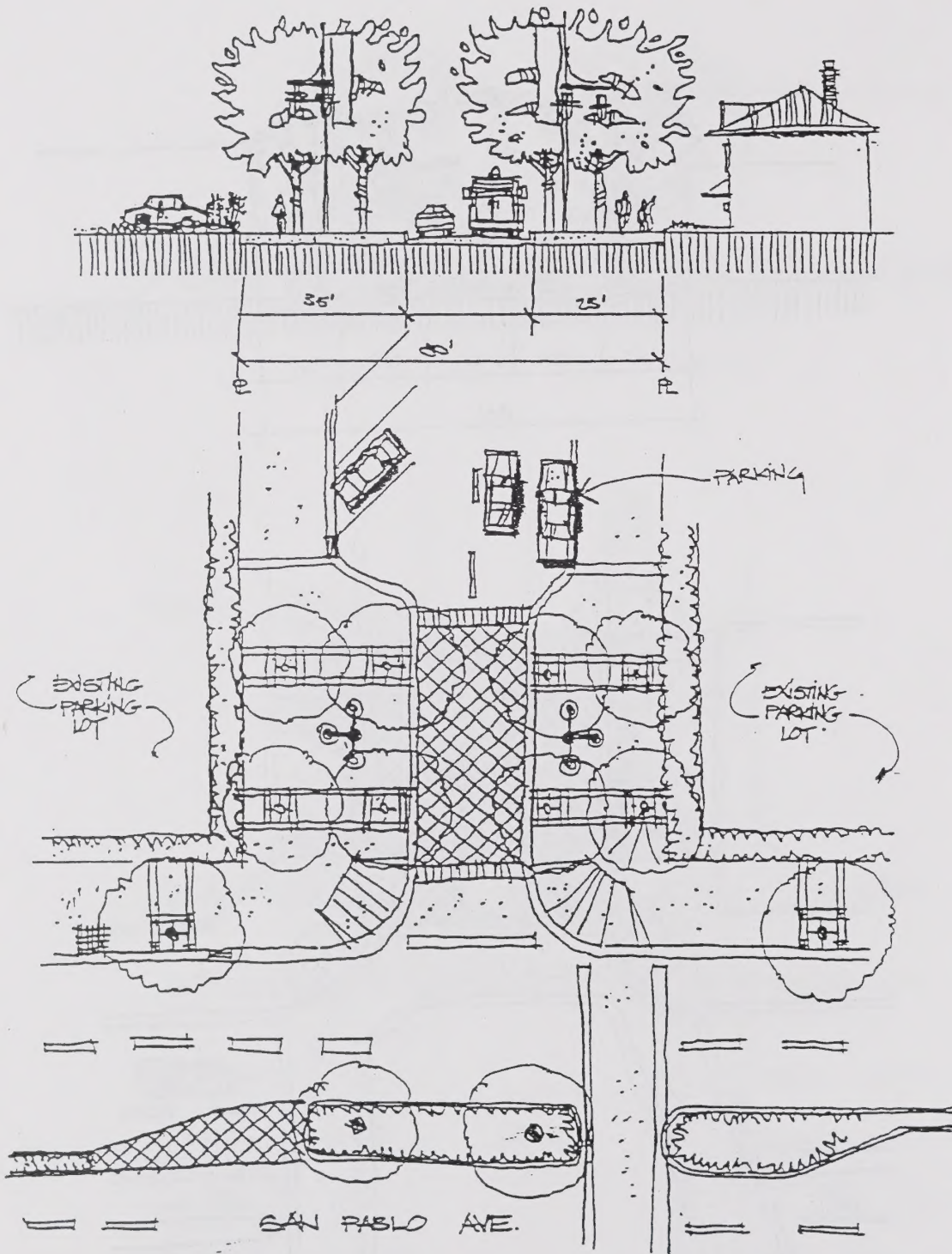
6-11-98



OPTION
A2
 ISLAND ENTRY CONCEPT
 INTERSECTION CONCEPT

0' 10' 20' 30'
 scale: 1" = 10'-0"

TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
 CITY OF EMERYVILLE
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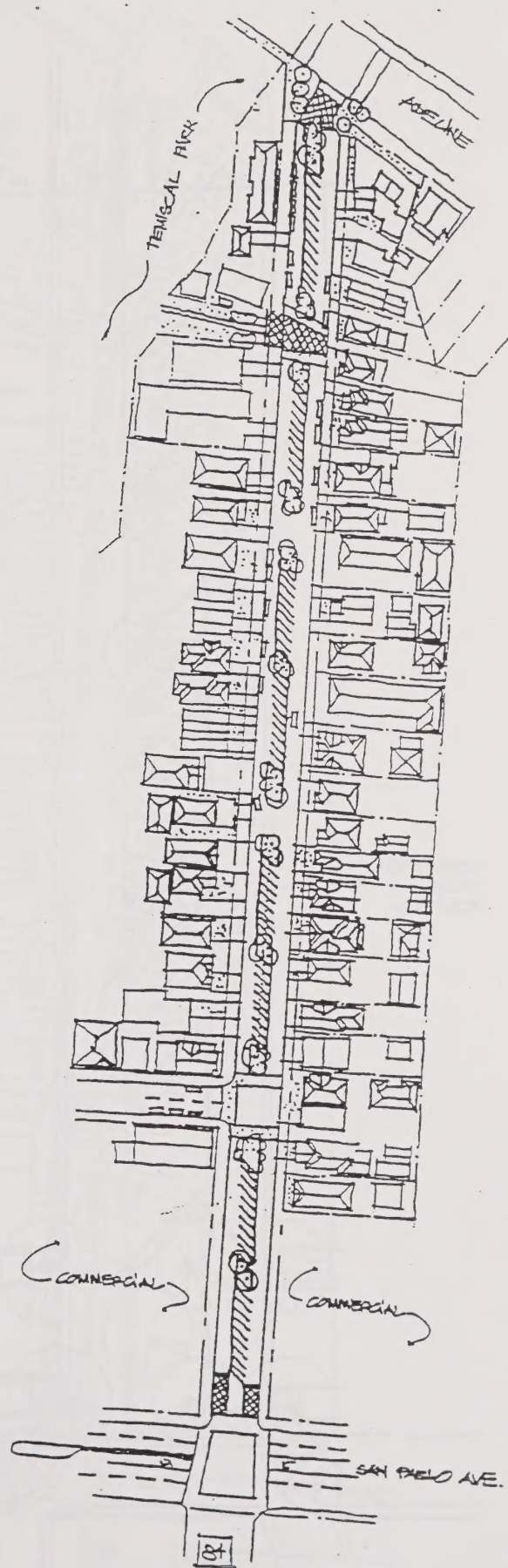
OPTION
A3
 41ST STREET CORNER
 INTERSECTION DESIGN CONCEPT

0 10' 20' 30'
 scale: 1" = 10'-0"

TRIANGLE NEIGHBORHOOD STREETScape IMPROVEMENTS
 CITY OF EMERYVILLE

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6.11.98



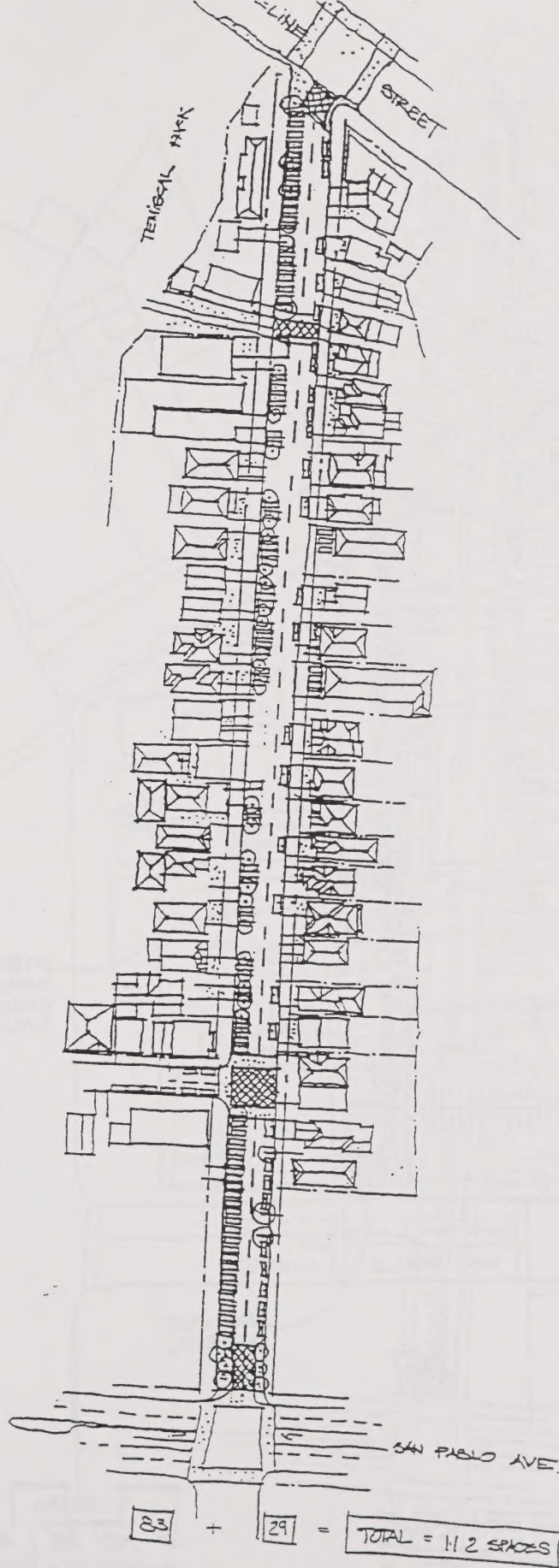
OPTION
B1

47th STREET PARKING STUDY
 PARKING IMPROVEMENTS

0' 50' 100' 150'
 SCALE: 1" = 50'-0"

TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
 CITY OF EMERYVILLE

MIG. INC.

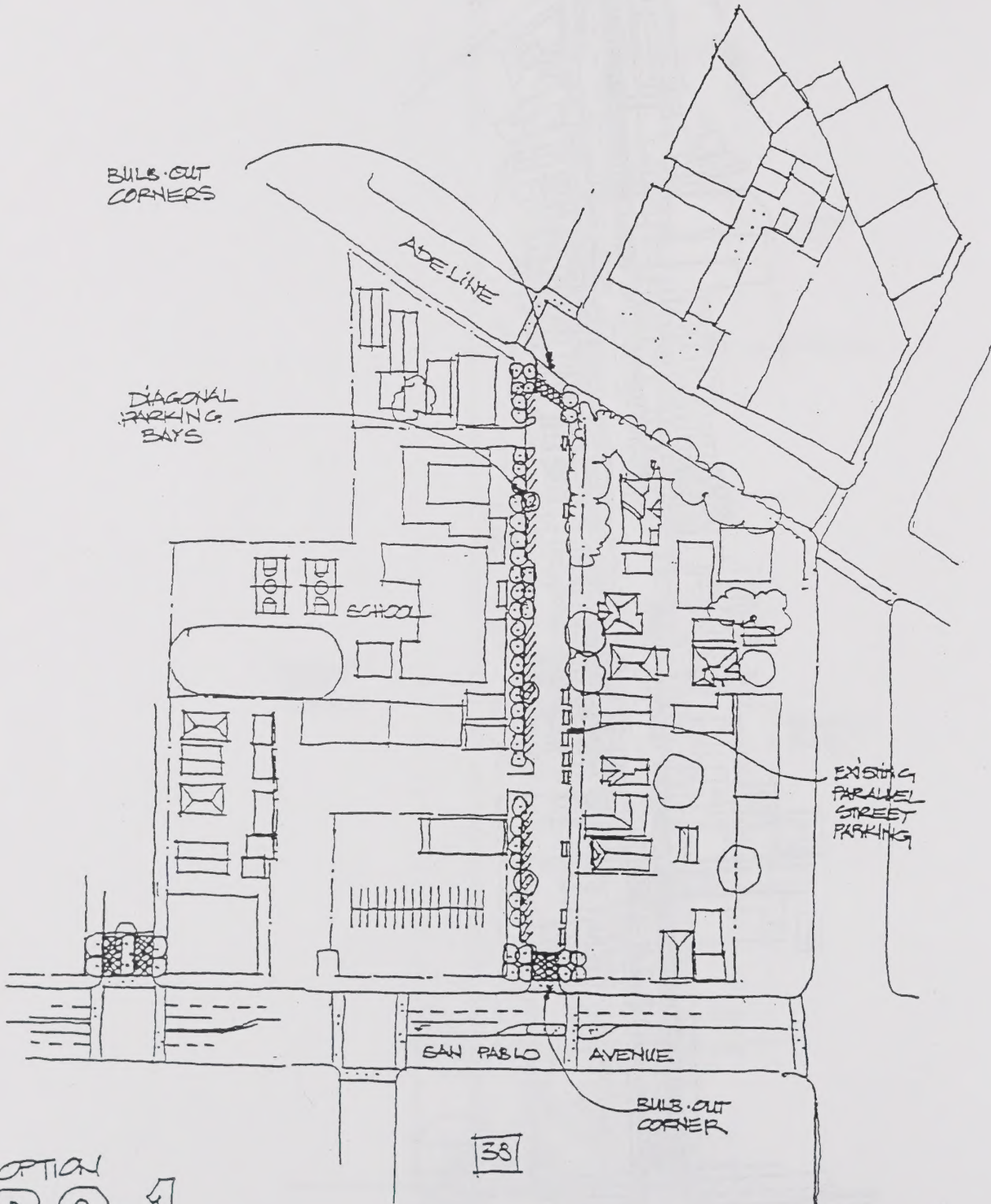


OPTION
B2

47th STREET STUDY
PARKING IMPROVEMENTS

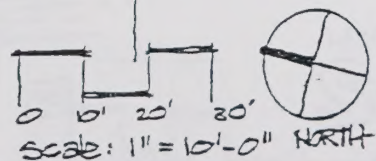
TRIANGLE NEIGHBORHOOD STREETScape IMPROVEMENTS
CITY OF EMERYVILLE

MIQ. INC.

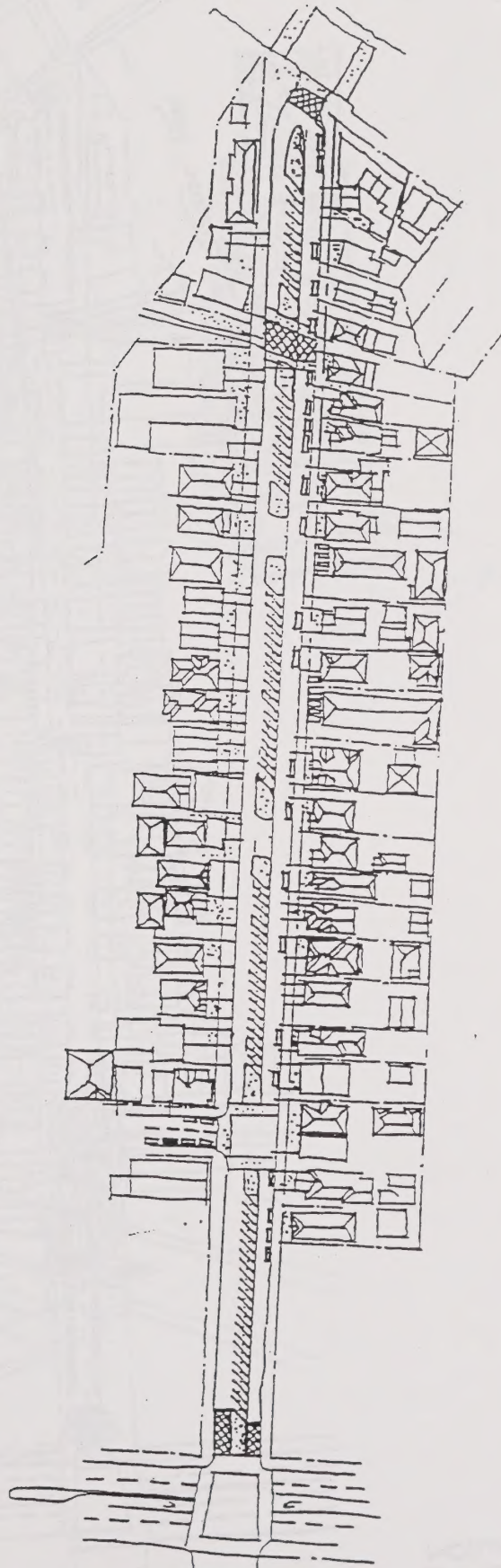


OPTION B2-1

4th STREET PARKING ALTERNATIVE
INTERSECTION & PARKING CONCEPT.



TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
CITY OF EMERYVILLE



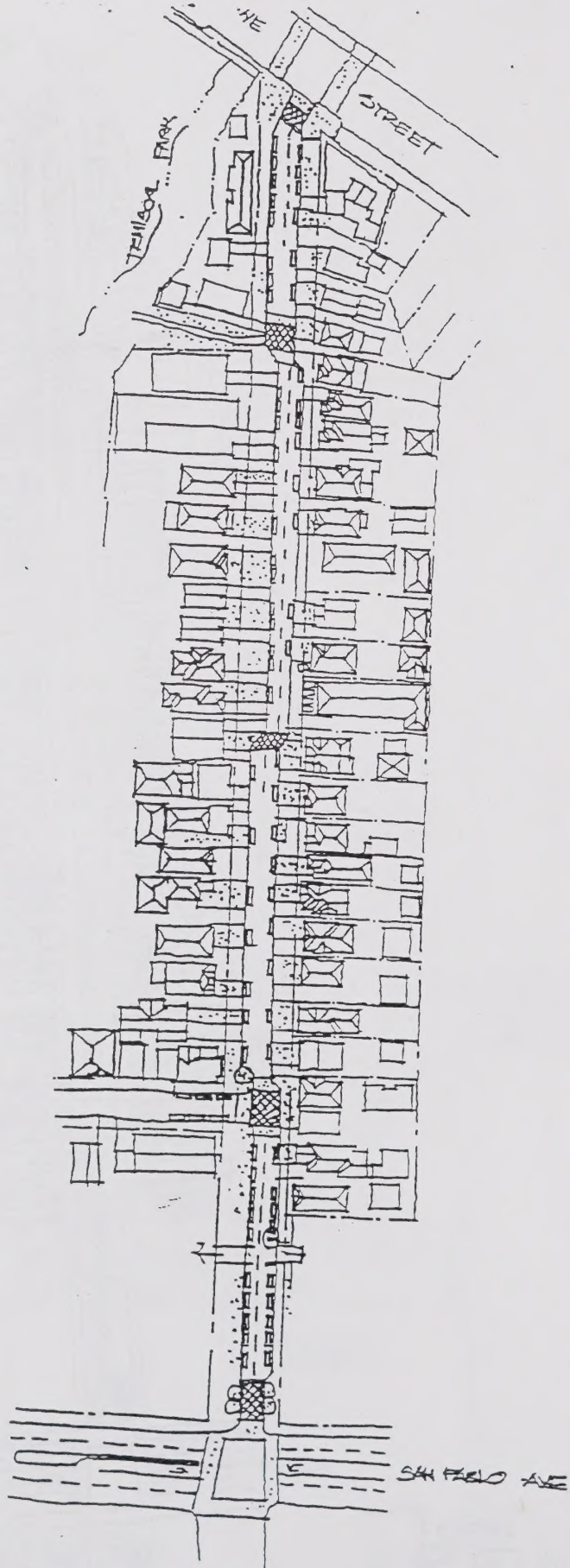
OPTION
B3

47th STREET STUDY
 PARKING IMPROVEMENTS

84 + 29 = TOTAL 113 SPACES

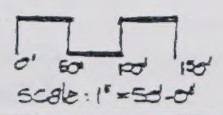
0' 50' 100' 150'
 SCALE: 1" = 50'-0"

TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
 CITY OF EVERYVILLE

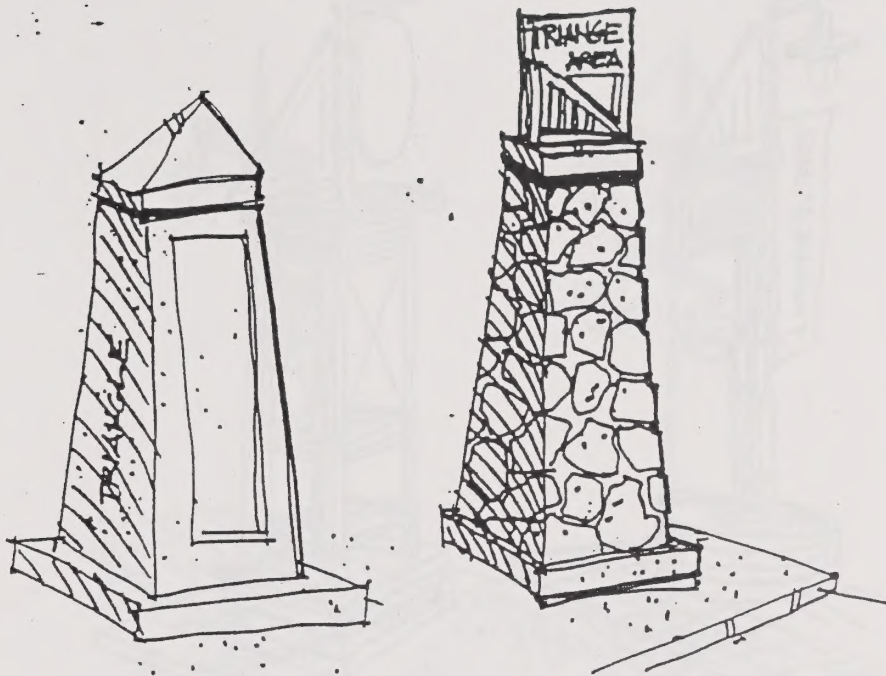


OPTION
B4

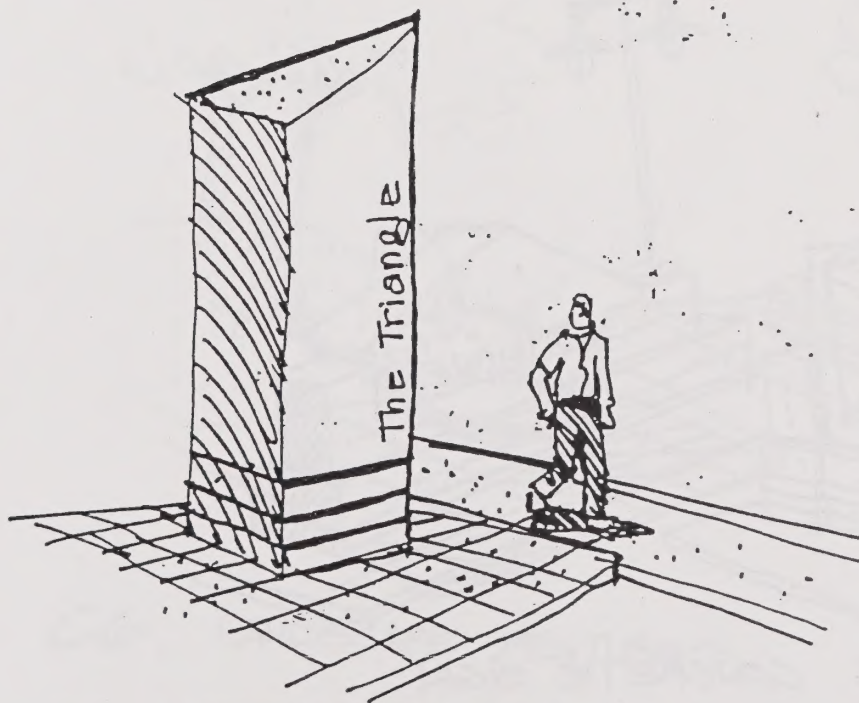
47th STREET STUDY - SLOW STREET
 PARKING IMPROVEMENTS



TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
 CITY OF EMERYVILLE
 1/16/16



C1. TRADITIONAL IMAGE



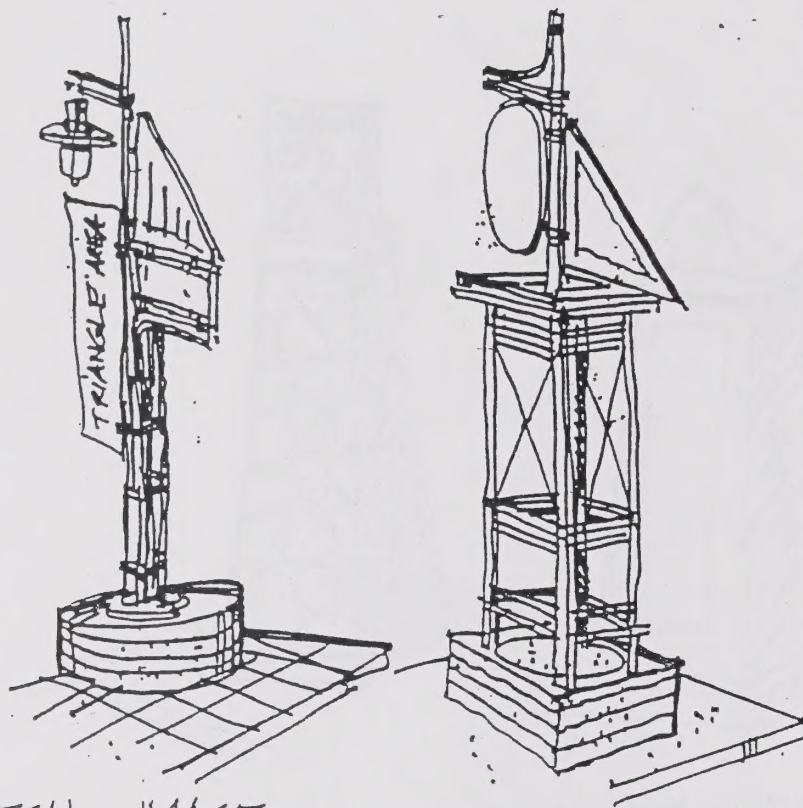
C2. MODERN IMAGE

ENTRY. MONUMENT DESIGN CONCEPTS.

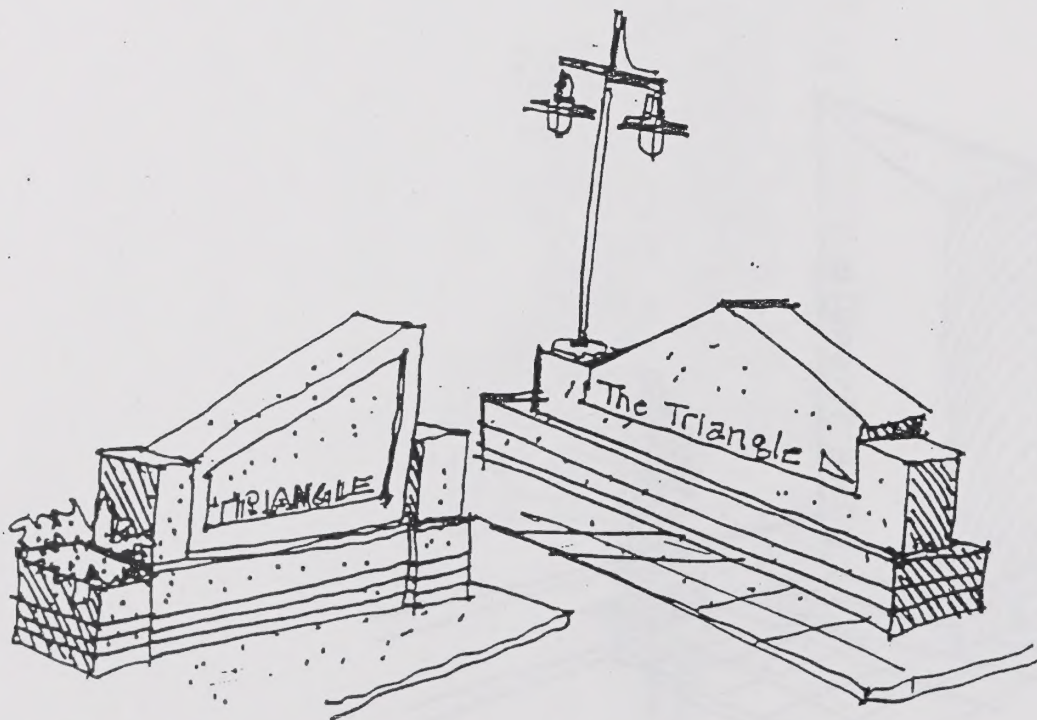
TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
CITY OF EVERYVILLE

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C3. HI-TECH IMAGE



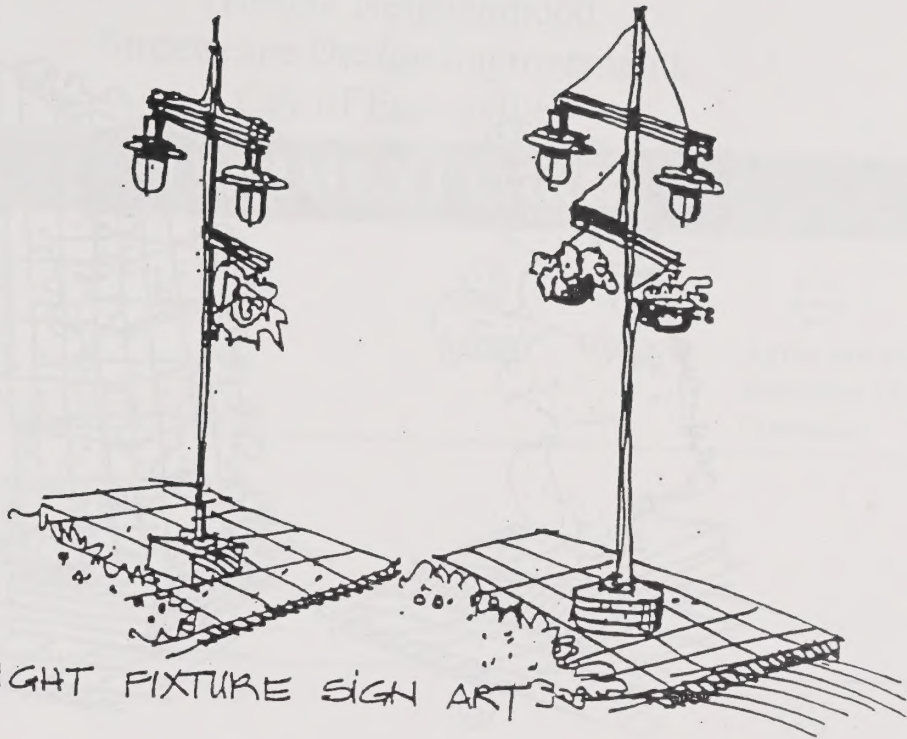
C4. CONTEMPORARY CONCRETE SIGN

ENTRY MONUMENT DESIGN CONCEPTS

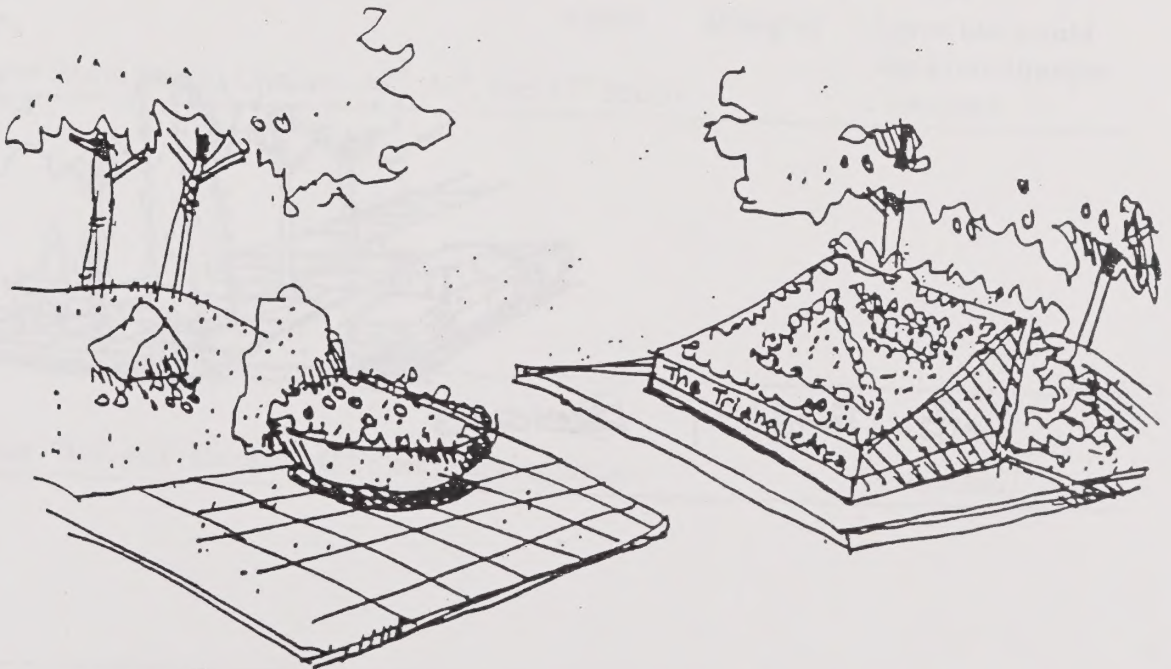
TRIANGLE NEIGHBORHOOD STREETScape IMPROVEMENTS
CITY OF EMERYVILLE

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C5. LIGHT FIXTURE SIGN ART



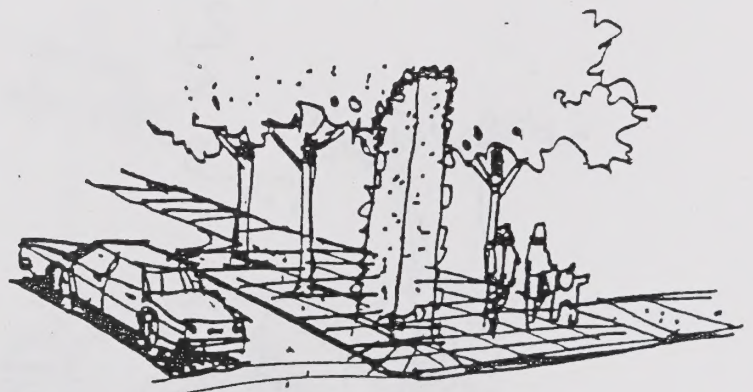
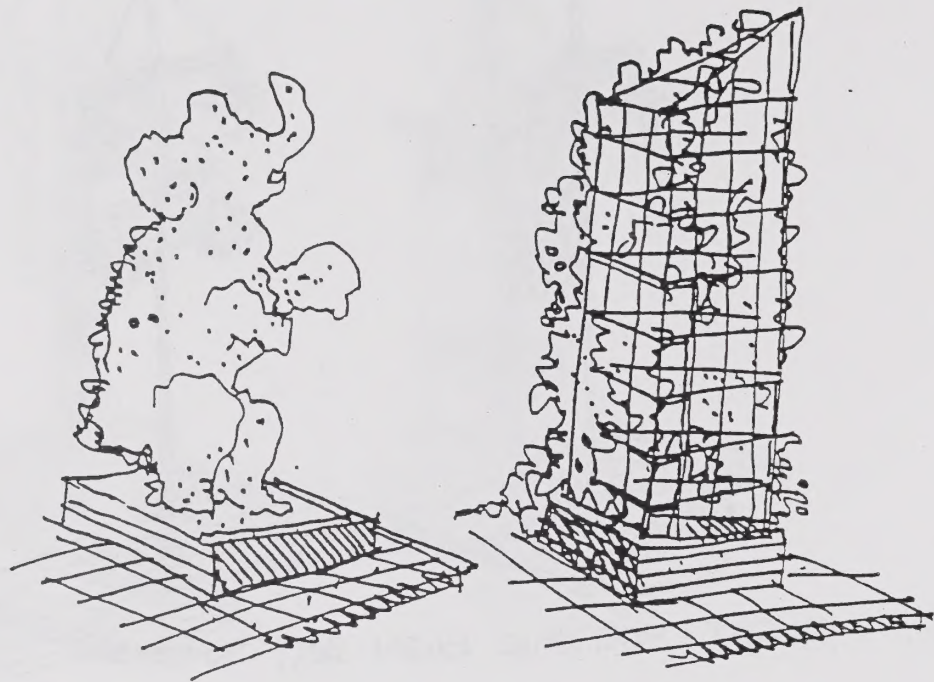
C6. LANDSCAPE FEATURES

ENTRY MONUMENT DESIGN CONCEPTS

TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
CITY OF EMERYVILLE

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C7. TOPIARY DESIGNS

ENTRY MONUMENT DESIGN CONCEPTS

TRIANGLE NEIGHBORHOOD STREETSCAPE IMPROVEMENTS
CITY OF EMERYVILLE

MIG. INC.

6-11-98

Triangle Neighborhood
Streetscape Design Improvements
City of Emeryville

COMMENT CARD



Agree



Disagree



Agree but would
like some changes
Comments

A1. Corner "Bulb-out" Design Option



Agree



Disagree



Agree but would
like some changes
Comments

A2. Center Island Design Option – 43rd, 45th, and 47th Streets



A3. Corner "Bulb-out" Design - 41st Street Parking Option



Comments



A4. Textured Crosswalk Design – 48th, and Midblock Cross Street



Comments

Part 2 Neighborhood Street Parking Design Options

	Agree	Disagree	Agree but would like some changes
			
B1. Parallel Parking Option – 47 th Street			<i>Comments</i>

			
B2. Center Parking Option – Diagonal Parking			<i>Comments</i>

			
B2-1 41 st Street Diagonal Parking			<i>Comments</i>

			
B3 Slow Street Reconstruction Option			<i>Comments</i>

PART 3 NEIGHBORHOOD ENTRY MONUMENT DESIGN

	Agree	Dislike	Generally like but with some changes
C1. Traditional			
			<i>Comments</i>

C2. Modern			
			<i>Comments</i>

C3. Hi-tech			
			<i>Comments</i>

C4. Contemporary Concrete Sign			
			<i>Comments</i>



C101696085

Like

Dislike

Generally Like but
with some changes

C5. Light Fixture Art Signs

Comments

C6. Landscape Features

Comments

C7. Topiary Feature

Comments

C8. Other Style or Character

*Comments***OTHER COMMENTS or RECOMMENDATIONS****TANK YOU!**

Please Remember to Turn in Your Comment Form to the Meeting Facilitators.